Homeland
Security

FY 2006 Port Security Grant Program (PSGP) Frequently Asked Questions (FAQs)

What are the eligible port areas in the FY 2006 PSGP?

Eligible port areas are identified in Attachment 1 to this document. The Nation's 100 most critical seaports[1], representing 95 percent of the foreign waterborne commerce of the United States, plus an additional port area eligible in FY 2005, have been identified for inclusion in the FY 2006 PSGP. Eligible facilities within these port areas must be within two miles of the commercial waterway. Presence on the FY 2006 PSGP eligibility list does not guarantee funding.

Within the eligible port areas, who is eligible to apply for FY 2006 PSGP funding?

➢ Owners/operators of federally regulated ports, terminals, facilities, U.S. inspected passenger vessels, or ferries as defined in the Maritime Transportation Security Act (MTSA) 33 CFR Parts 101, 104, and 105;

➢ Port authorities or other State and local agencies that provide layered security protection to federally regulated facilities in accordance with an AMSP or a facility or vessel security plan; or,

➢ Consortia composed of local stakeholder groups (e.g., river groups, ports, and terminal associations) representing federally regulated ports, terminals, U.S. inspected passenger vessels, or ferries that provide layered security protection to federally regulated facilities in accordance with an AMSP or a facility or vessel security plan.

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[1] This Port Criticality List was developed by the U.S. Coast Guard using commercial, demographic and geographic data from various sources. Factors such as Cargo Volume and Passenger Volume, the presence of Critical Infrastructure/Key Assets (CI/KA), and Strategic Importance, among others, were utilized in the determination. Its purpose is to identify ports that are essential to the viability of the Marine Transportation System. Ports on this list represent 95 percent of the foreign waterborne commerce of the United States. Use of this list for other purposes may not be warranted.

Additionally, if a facility falls outside the recognized boundaries of one of these port areas, but is addressed in the port's Area Maritime Security Plan, it will be considered eligible for the FY 2006 PSGP.

Further questions regarding eligibility should be forwarded to the Central Scheduling and Information Desk (CSID) help desk at askcsid@dhs.gov.

How much funding is available for the FY 2006 PSGP?

$168,052,500 will be awarded through the FY 2006 Port Security Grant Program.

What is the purpose of the FY 2006 PSGP?

The purpose of the FY 2006 PSGP is to create a sustainable, risk-based effort for the protection of critical port infrastructure from terrorism, especially explosives and non-conventional threats that would cause major disruption to commerce and significant loss of life.

How does the FY 2006 PSGP improve homeland security?

The Port Security Grant Program provides funds to facility owners and operators in the Nation's highest risk port areas to address priorities identified in the National Preparedness Goal, the National Infrastructure Protection Plan (NIPP) and the National Strategy for Maritime Security. Specifically, the program focuses on the following national priorities: protection against small craft, underwater attacks and vehicle borne improvised explosives, enhanced explosives detection capabilities for the owners/operators of vehicle ferries and associated facilities, and facility security enhancements. In addition, the PSGP will focus on enhancement of a port system's Maritime Domain Awareness.

What changes were made to the PSGP program since last year?

For the FY 2006 PSGP, G&T increased the number of eligible port areas from 66 to 101. These 101 include 100 ports identified on the United States Coast Guard's (USCG) Port Criticality List and an additional port that was eligible in FY 2005. In addition, G&T and the USCG added a fourth national priority of enhancing a port area's Maritime Domain Awareness.

How does an eligible applicant apply for the FY 2006 PSGP?

Applicants must apply for FY 2006 PSGP funding through the Federal Government's Grants.gov system at www.grants.gov.

How does an eligible applicant obtain assistance applying for the FY 2006 PSGP in the grants management system?

The GMS Help Desk can be reached at 1-888-549-9901 or ojp@ojp.usdoj.gov. Applicants can also review the on-line training support at https://grants.ojp.usdoj.gov/gmsHelp/index.html.

What is the deadline for FY 2006 PSGP applications to be submitted?

The deadline for the FY 2006 PSGP is August 4, 2006.

When will the awards be announced?

Awards will be announced no later September 30, 2006.

What is the definition of a "port-wide area"?

Port areas are defined as the land adjacent to, and within two miles of, the waterway that contains the federal navigation channel for a particular port.

Is there an appeal process for "port-wide area" definition?

There is no applicant eligibility appeal process for the FY06 Port Security Grant Program.

Is the FY 2006 PSGP only open to previous awardees and not to new applicants?

The FY 2006 Port Security Grant Program is a continuation of Rounds 1-5 of the Port Security Grant Program. This does not mean that an applicant must have previously been awarded funding during one of these rounds.

Is a port eligible for funding under other programs?

Port entities are encouraged to leverage other available funding sources. For instance, port organizations may contact their State Administrative Agency (SAA) (see www.ojp.usdoj.gov/odp/contact_state.htm) to inquire about the potential use of Homeland Security Grant Program or Urban Area Security Initiative funds, if appropriate under the applicable State or Urban Area Homeland Security Strategy.

What coordination is occurring among states, local port authorities and the Captains of the Port to ensure all vested parties are aware of grant determinations so that limited resources are maximized when port security grants are made to independent terminal operators?

Field level reviews will be managed by the applicable United States Coast Guard (USCG) COTP in coordination with the MARAD Region Director, applicable State Administrative Agency (SAA) or Agencies and the Homeland Security Advisor (HSA). Each COTP will review the applications provided by G&T for their port area against criteria outlined in the FY 2006 Port Security Grant Program Guide and Application Kit. After completing their field reviews, the COTPs will submit a prioritized listing of projects for each port area to the National Review Panel. *A final listing of awards for each port area will be provided to the applicable COTP, MARAD Region Director, Area Maritime Security Committee and State Administrative Agency or Agencies.*

Will a port authority be subject to the MOU/MOA requirement if applying as part of a consortia or association using layered security protection to regulated facilities?

In accordance with the FY 2006 Port Security Grant Program Guidelines and Application Kit, a copy of an MOU/MOA is required when a MTSA-regulated consortia or association provides layered security to eligible MTSA regulated facilities. In addition, the layered protection must be addressed in the regulated entities' security plan. The MOU/MOA must include an acknowledgement of the layered security and roles and responsibility of all involved entities.   A port authority will not be required to have a MOU/MOA, but a description of the layered protection roles and responsibilities for each MTSA regulated entity must be included in the application program narrative. See the Program Guidelines and Application Kit for additional information.

What is the definition of cost sharing?

Cost sharing is a hard cash match, which includes cash spent for project-related costs. *Allowable cash matches are costs which are allowable with Federal funds (with the exception of the acquisition of land, when applicable.)*

For more information please see the DHS Office of Grants and Training (G&T), Office of Grants Operations (OGO) *Financial Management Guide* which is available on line at www.dhs.gov/dhspublic/display?theme=18&content=4206 or by contacting OGO at 1-866-9ASK-OGO. New award recipients are automatically placed on a mailing list to receive future Guides and their change sets.

The FY 2006 PSGP Guidelines and Application Kit states all public entities that apply must demonstrate a cash match of at least 25% of the total amount requested. Private entities must demonstrate a cash match of 50%. Does this requirement apply to not-for-profit entities?

Yes. Not-for-profit entities are considered to be private and therefore must demonstrate a cash match of 50%.

Can I submit more than five projects if the projects are part of a layered security approach?

No. Only five projects are allowed per applicant.

Is there more specific information available in regards to equipment specifications (e.g., canines, trace detectors, walk through metal detectors for marine environments)?

For specific information related to equipment capabilities, applicants are encouraged to consult G&T's System Assessment and Validation for Emergency Responders (SAVER) Program information and Authorized Equipment List (see www.ojp.usdoj.gov/odp/equipment_saver.htm). Additionally, Appendix A of the Program Guideline and Application Kit provides specific information on allowable expenditures related to canines, employee identification credentials,

lighting, sonar devices, operational and maintenance costs, vulnerability assessment, and grant management and administration.

Requests for additional information should be directed to G&T through askcsid@dhs.gov or 1-800-368-6498.

Can this program be used for construction or is this program mainly focused on the installation of equipment?

Yes. Port Security Grant Program funds can be used for construction under the conditions outlined in the Program Guidance and Application Kit.

Will U.S. Coast Guard approval be required for equipment installation?

USCG approval for equipment installation will be required if equipment is installed on a U.S. vessel that is inspected by the USCG. All other equipment installations must be in compliance with OSHA and local standards for installation and operations.

What types of sonar are allowable uses grant funds?

DHS has designated certain sonar devices that will not damage the environment or require special permitting under the National Environmental Policy Act to be eligible for funding under the PSGP. The four types of allowable sonar devices are: imaging sonar, scanning sonar, side scan sonar, and 3-dimensional sonar. These types of sonar devices are intended to support the detection of underwater improvised explosive devices (IED) and enhance Maritime Domain Awareness. The eligible types of sonar, and short descriptions of their capabilities, are provided below:

> *Imaging Sonar:* A high-frequency sonar that produces "video-like" imagery using a narrow field of view. The sonar system can be pole-mounted over the side of a craft or hand carried by a diver.

> *Scanning Sonar:* Consists of smaller sonar systems that can be mounted on tripods and lowered to the bottom of the waterway. Scanning sonar produces a panoramic view of the surrounding area and can cover up to 360 degrees.

> *Side Scan Sonar:* Placed inside of a shell and towed behind a vessel. Side scan sonar produces strip-like images from both sides of the device.

> *3-Dimensional Sonar:* Produces 3-dimensional imagery of objects using an array receiver.

What are the requirements for the Transportation Worker Identification Credential compliance?

The Transportation Worker Identification Credential (TWIC) is designed to be an open architecture, standards-based system that follows published ANSI/NIST and ISO standards.

Accordingly, port projects that involve new installations/upgrades to access control and standardized credentialing systems should exhibit compliance to these and related standards in their system design and implementation. Port card reader systems should be compliant with ISO 7816 and/or ISO 14443 for appropriate TWIC smart card compatibility. The TWIC program will enable the use of biometric recognition technologies in port access control systems, following guidelines provided by the ANSI INCITS 383-2004 "Biometric Profile -Interoperability and Data Interchange -Biometrics based Verification and Identification of Transportation Workers" document. The TWIC program will be compliant with the GSC-IS (Government Smart Card Interoperability Standard), and associated efforts that include the GSC-IAB PACS (Interagency Advisory Board Physical Access Control Systems) implementation guidelines and ICC data model.

Do the budgets that are submitted with the applications need to be final?

Yes, budgets submitted with applications should be what the applicant considers final. However, these budgets will be reviewed by financial analysts for compliance with government-wide grant cost requirements. Thus, revisions to the budget may be requested by the granting agency during the negotiating phase of the award process to correct for errors.

Are applicants required to develop a budget worksheet in Excel or is there a template for the budget worksheet available?

Please review the Sample Budget and Detail Worksheet within the program application kit. You can also view the Sample Budget and Detail Worksheet at www.ojp.usdoj.gov/fundopps.htm

The Budget Detail Worksheet may be used as a guide to assist in the preparation of the budget and budget narrative. You may submit the budget and budget narrative using this form or in the format of your choice (plain sheets, your own form, or a variation of this form). However, all required information (including the budget narrative) must be provided. Any category of expense not applicable to your budget may be deleted.

Are organizations that have received grants in the last three years from G&T required to complete the financial capability questionnaire?

In accordance with the FY 2006 PSGP Program Guideline and Application Kit, "All nongovernmental (non-profit and commercial) organizations that apply for funding with G&T that have not previously (or within the last 3 years) received funding from G&T must complete the Accounting System and Financial Capability Questionnaire. The required form can be found at www.ojp.usdoj.gov/oc. This information may be provided using one of the attachment fields within the on-line GMS application."

Do activities under the FY 2006 PSGP fall under the National Environmental Policy Act (NEPA) requirements?

DHS's Office of Grants and Training must analyze the potential environmental impacts, as required by the National Environmental Policy Act (NEPA), for projects being considered for

Federal funding. The purpose of the NEPA review is to weigh the impact of major Federal actions (such as security enhancements) on elements such as adjacent communities, water supplies, historical buildings or culturally sensitive areas prior to construction.

Projects recommended for funding are required to provide additional detailed information on the activities to be conducted, locations, sites, possible construction activities, and any environmental concerns that may exist. Successful applicants will be contacted to complete the NEPA checklist immediately following the issuance of the Notice of Grant Award. The checklist will be reviewed by the DHS G&T Environmental Officer for compliance. Results of the NEPA Compliance Review could result in the delay of project implementation or a project not being approved for funding.

Please be advised that projects cannot commence nor can project costs be incurred until NEPA compliance has been approved. Upon approval of the NEPA checklist, the DHS G&T Program Manager will issue a Grant Authorization Notice (GAN) to the grantee's Point of Contact.

If you've already registered with Grants.gov, do you need to re-register in order to apply for the FY 2006 Port Security Grant Program (PSGP)?

If successful registration was completed on Grants.gov in the past, no re-registration is necessary.

What are the naming conventions for the application files?

They are located on page 13-14 of the guidance.

Can one entity provide the cost match for another entity's grant application?

No, the cash match must be shown by the applicant itself.

Can a private entity donate the cash match required for a public entity's projects?

There is no provision that prohibits public entities from accepting a donation from a private entity to cover the cash match requirements. The applicant's detailed budget should, however, demonstrate any cash match.

Are project's that provide a greater cost match than others viewed more favorably?

During the National Review Panel consideration is given to the cost-effectiveness of projects. More of a cash match will help a project in this area

Can facilities whose security infrastructure was wiped out by Hurricanes Katrina, Rita, and Wilma apply for projects that rebuild those physical security systems? Are those costs still eligible for the program?

While there is a shift in the program away from construction to port-wide risk management, physical security projects (lighting, fencing, etc.) are still eligible for PSGP funding.

Are ongoing Operation and Management (O&M) costs eligible?

No, only O&M costs associated with projects submitted for the FY 2006 PSGP are eligible for funding.

If a Captain of the Port sends a letter to G&T verifying that a facility is a part of the Area Maritime Security Plan (AMSP), can that substitute for the MOU/MOA requirement of the grant?

Yes, however, it is recommended that you provide an MOU/MOA as well. See Appendix E of the Guidelines and Application Kit for additional guidance on MOU/MOA.

Please clarify the differences between the National Priorities and the National Port Security Priorities.

The National Port Security Priorities are those priorities that are of great concern in the port environments and are consistent with the National Strategy for Maritime Security. The National Priorities are the overarching priorities as outlined in the National Preparedness Goal. See Appendix K for additional guidance on the National Preparedness Goal and the National Priorities.

Must the MOU/MOA be submitted with the application, or can it be submitted on condition of award?

The MOU/MOA is a required application submission in the guidance. However, if needed, submitting an MOU with the grant application could be arranged by making the grant conditional. A special condition would be placed on the grant prohibiting drawdown until the MOU is submitted and approved. Thus, applicants are warned that taking this route will add additional time to the processing of their award.

Where in the application do applicants provide written justification for the project priority ranking?

Justification is included in the Project Overview section.

Do applicants need to download the Application Reader program from grants.gov for each application they submit to the program?

The application reader only needs to be downloaded once.

On the SF424 form, what are the applicant identifier and federal entity identifier?

The applicant identifier and federal entity identifier should be left blank

If a security system currently is in place and breaks down (i.e. a CCTV system destroyed by an electrical storm), can the port propose a project that rebuilds that system? Or are applications restricted to "new" security projects? Will maintenance cost cover the existing project?

You are allowed to submit a project that would rebuild a previously existing system; however there is no special consideration or guarantee of funding given to such a project. The application would be put through the same competitive process as any other in the program. Maintenance agreements are only within the current award period.

Would the cost of hiring a consultant to provide an assessment of the current state of security at a facility and the steps needed to improve be eligible for grant funding?

Yes, hiring a consultant to conduct a vulnerability assessment would be an eligible project

Where do you attach files on the SF424?

Upload supporting documentation in Block #14

Is it true that only the asterisked fields on the SF424 are required to be completed in order to submit the form?

No, all applicable fields are required.

For question 19 on the SF424, do applicants need to complete this section and provide a date?

The Port Security Grant Program is not covered by E.O. 12372.

For question 17 on the SF424, what do applicants put down as the start/end date of the project?

Use the award period: 9/30/2006 – the end date needs to reflect the completion of the project.

If you have a project that covers multiple port areas, how do you submit the application?

You have to submit a separate application for each port area, breaking up the project where appropriate. The problem is that our program algorithm assigns a risk score to each individual port area when computing the project scores. Thus, the algorithm would have problems try to apply a single risk score to multiple port areas. Therefore, applicants are going to have to choose one port area to submit the application through, but the project's regional benefit should

be discussed in the application. It should be noted that this regional-planning approach is in line with the proposed structure of the FY 2007 PSGP, which focuses on regional coordination for port security.

Can we use funds from state grants to meet the cash match?

Yes, as long as the state funds were not derived from a federal program (i.e. UASI).

How do we confirm submission of an application in Grants.gov?

A confirmation email will be sent to the applicant

For personnel hired to monitor surveillance systems, can their salaries and fringe benefits be used for the cash match?

No – you can only use costs that would be eligible for FY 2006 PSGP funding for the cash match. The program requires a "hard" match, not an "in-kind" match.

ATTACHMENT 1: PSGP ELIGIBILITY LIST

101 Port Areas in 37 States and Territories

Eligible Port Areas	
Albany, NY	Nashville, TN
Anacortes, WA	New Haven, CT
Anchorage, AK	New London, CT
Baltimore, MD	New Orleans, LA
Baton Rouge, LA	New York/New Jersey
Beaumont, TX	Newport News, VA
Boston, MA	Norfolk Harbor, VA
Bridgeport, CT	Oakland, CA
Brownsville, TX	Palm Beach, FL
Buffalo, NY	Panama City, FL
Burns Harbor, IN	Pascagoula, MS
Camden, NJ	Paulsboro, NJ
Charleston, SC	Penn Manor, PA
Chattanooga, TN	Pensacola, FL
Chester, PA	Philadelphia, PA
Chicago, IL	Pittsburgh, PA
Cincinnati, OH	Plaquemines, LA
Cleveland, OH	Ponce, PR
Corpus Christi, TX	Port Arthur, TX
Detroit, MI	Port Canaveral, FL
Duluth-Superior, MN/WI	Port Everglades, FL
Everett, WA	Port Hueneme, CA
Freeport, TX	Port Manatee, FL
Galveston, TX	Port St. Joe, FL
Gary, IN	Portland, ME
Green Bay, WI	Portland, OR
Greenville, MS	Portsmouth, NH
Gulfport, MS	Providence, RI
Guntersville, AL	Richmond, CA
Helena, AR	San Diego, CA
Honolulu, HI	San Francisco, CA
Houston, TX	San Juan, PR
Huntington, WV	Savannah, GA
Indiana Harbor, IN	Seattle, WA
Jacksonville, FL	South Louisiana, LA
Kalama, WA	St. Louis, MO
Kansas City, MO	St. Paul, MN
Lake Charles, LA	Stockton, CA
Long Beach, CA	Tacoma, WA

Longview, WA	Tampa, FL
Los Angeles, CA	Texas City, TX
Louisville, KY	Toledo, OH
Marcus Hook, NJ	Tulsa, OK
Matagorda, TX	Two Harbors, MN
Memphis, TN	Valdez, AK
Miami, FL	Vancouver, WA
Milwaukee, WI	Vicksburg, MS
Minneapolis, MN	Victoria, TX
Mobile, AL	Wilmington, DE
Morehead City, NC	Wilmington, NC
Mount Vernon, IN	